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WINGS 2
ACES HIGH

INSTRUCTION BOOKLET

SUPER NINTENDO
ENTERTAINMENT SYSTEM

WINGS 2 ACES HIGH™

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TAKE TO THE SKIES

The sun has burned the mist off the ground revealing the mayhem below. Earth torn by explosions and laced with stinking trenches. No trees or plants remain. A wasteland of folly. Above it all in the clean cold wind you fight your own war.

Eyes constantly scanning the skies for motion. In the corner of your eye... a flash of grey. A lone Albatross heading east. Pull back on the stick and kick the rudder bar to set your plane on its wing into power dive. The familiar roar of the engine comforts you. You're gaining ground, 100 yards, 50 yards and closing. Two bursts from the Lewis gun send the Albatross burning to the ground. Continue your patrol. It's far from over.

A CALL TO ARMS

In the early part of this century Europe was an armed camp. Swelled with the wealth of the industrial revolution and colonialism, countries were able to amass large armies with weapons capable of mass destruction. The competition for territory combined with traditional rivalries increased tensions. Nations entered into security treaties with the hope that by combining their power they would become safe from conquest.

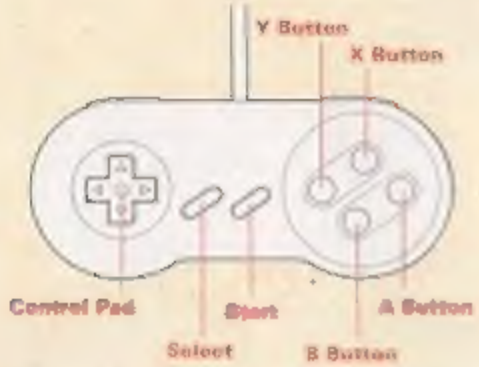
On June 28, 1914 Archduke Ferdinand of Austria-Hungary was assassinated in Sarajevo. This event led to a declaration of war on Serbia by Austria-Hungary. Bound by treaties Great Britain, France and Russia formed the Triple Alliance and squared off against the Triple Entente of Germany, Italy, and Austria-Hungary. The war raged for four senseless years of brutality. Literally above this chaos borne on fragile wings were the new heroes of the sky...the aces.

WELCOME TO THE SERVICE

Attention! Recruit, you have just entered the world of Wings 2-Aces High. Aerial combat has been described as hours of boredom and thirty seconds of terror. We have eliminated all boring elements. You will be subjected to the highlights of a squadron's service. It's my job to train you to survive. If you make the grade you will be shipped to the front to fly with a squadron. You will stay with this squadron until either the war or the squadron itself is finished. Joining this squadron you will have the honor of flying your choice of five pilots. Remember, when a pilot is shot down he is lost. It's in your own best interest to fly all of the pilots. Let all of your people get experience. There will be enough combat to go around. You will be ordered on three types of missions and you will master all of them. We are hard but fair. If you perform well you will be rewarded. We will send you home a hero.

Ground School

Successful completion of this course will send you on your way to earning your Wings. Take the time to carefully study the controls. One mistake over the skies of France will send you plummeting to the ground.



Control Pad: Press the Control Pad left and right to roll your plane side to side. Press the Control Pad up and down to move your nose down and up.

L and R Buttons: These buttons act as your rudder. While banking press the **L/R** buttons to increase your turning speed. The most efficient bank is approximately 70 degrees. On bombing missions pressing the **L** button releases bombs from the left wing. The **R** button releases bombs from the right wing.

B Button: Press the **B** button to close the throttle and slow your aircraft down.

A Button: Press the **A** button to open the throttle and speed up your aircraft.

Y Button: Press the **Y** button to fire your machine guns.

X Button: No function.

Start Button: Press the **Start** button to pause the game.

Flight School

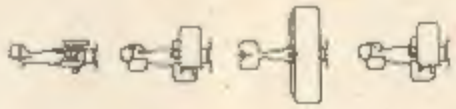
Pass this course and you will have earned your wings and a spot on the next transport to the front.

Basic Maneuvers

Climb: Press the Control Pad down to pull the nose of your plane up. Make sure your throttle is open. Your plane will climb.

Dive: Press the Control Pad up to push the nose of your plane down. Your plane will start to lose altitude.

Turn: Press the Control Pad to the left/right to roll your plane to the left/right. Your plane will begin to turn.

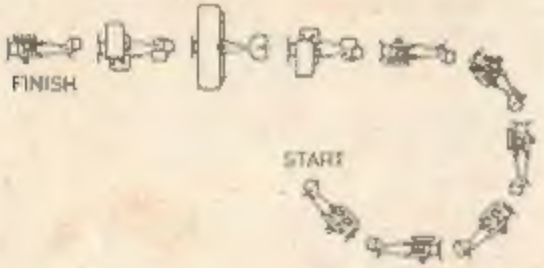


Inverted flight: Flying upside down causes your wings to lose lift. While you are inverted you will lose altitude rapidly.

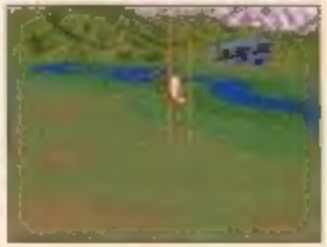
Advanced Maneuvers

Split S: Only attempt this manuever when your plane is powered up. Make sure that you have plenty of altitude. Open your throttle by pushing the **A** button. Push the Control Pad up to push the plane into a dive. When the engine is screaming push down on the Control Pad to start climbing. Keep climbing until your plane is inverted. Roll until plane is not inverted. For veterans only.

Inverted Flight



Tight turn: Bank your plane to ninety degrees. Press down on the Control Pad. This turn is the best but it will cause you to lose altitude rapidly.



Tight Turn

After completing flight school you find yourself on a muddy aerodrome in France eager for your first taste of combat. Follow the preflight procedures below to jump into combat.

From the Title screen press any button to advance to the Menu screen.

Title Screen

Press the Control Pad **up/down** to select Start a New Game.

Menu Screen

Press the **Start** button to advance to the Barracks screen.

Barracks Screen

TAKE OFF

Press the Control Pad **up/down** to select a pilot.

Press the **Start** button to advance to the Pilot Introduction Screen.

Pilot Introduction Screen

Press any button to advance to the Mission Screen.

Mission Screen

Press any button to advance to the Mission Briefing Screen.

Press any button to begin the mission.

Mission Briefing Screen

REST AND RECREATION

To return to combat after taking leave you must use your password to return to the front. Passwords are given at the end of every mission after your debriefing. Write them down.

Always write down Passwords.

From the Title screen press any button to advance to the Menu screen.

Press the Control Pad **up/down** to select Continue a game.

The Password
Write it down

Press any button to advance to the Password screen.

Password Screen

Use the Control Pad to highlight characters.

Press any button to enter selections.

After entering password, highlight "end" with the Control Pad.

Press any button to enter Password.

After completing a mission you return to your aerodrome and will be debriefed by your commanding officer. At this time your mission will be rated a success or a failure and your score will be tallied. Successful completion of a mission will give your pilot new skills and the chance for promotion. Wings 2-Aces High covers only spectacular missions, not day to day patrols. Promotions are all earned over time and by performance.

Debriefing

Power Up!

Shooting—reflects the distance you can shoot and your skill at hitting vital areas.

Flying—how well you can maneuver your plane. Increases your turning speed and torque.

Mechanical—reflects your ability to work on your engine and machine gun to squeeze out the best performance. Increases your top speed and the rate of fire for machine guns.

Stamina—how many hits you take before you are shot down.

Press the **Start** button to advance to the Power Up screen.
Press the Control Pad **up/down** to select a skill to modify.
Press the **Right** button to increase a score.
Press the **Left** button to decrease a score.
Press the **Start** button to advance to the Barracks screen.

Failure to complete a mission will result in a reprimand from your commander. Failing twice will result in a demotion or even a dishonorable discharge.

The Price of Failure

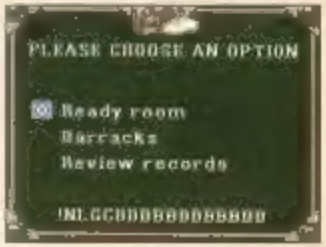
AERODROME

Take time to recover from your mission and deliberate your next move. Choose from one of three options.

Ready Room—will take you to your next mission.

Barracks—will take you to the Barracks to select another flyer.

Review Records—allows you to check the status of your pilot.



Press the Control Pad **up/down** to select an option.

Press the **Start** button to enter the selection.

MISSIONS

It's your duty to perform three different types of missions: **Dog fighting**, **Strafing**, and **Bombing**.

Gun Camera used for training

Dog fighting missions will have you mixing it up with the enemy for control of the air.

- Close with the enemy before you fire.
- Never let them get behind you.
- When an enemy is on your tail cut speed and pull up. With luck they will overshoot you. Then get on the gas and guns to return the favor.

This British emplacement is one example of the many perils that face a pilot on strafing missions.

Strafing missions will require you to roar close to the earth and machine gun enemy ground targets. It takes a steady hand and steel nerves to dodge flack, keep flying and stay on target.

- Watch your altitude! Gauge your height with the shadow under your plane.
- Ground fire on strafing missions is fierce. Veering too far to the side will invite monstrous amounts of flak. Stay down the center.
- Fire machine guns with the Y button.

Bombing missions send you deep into enemy territory to disrupt vital areas such as industry, transportation, and communication. Study reconnaissance photos of important bridges and munitions factories to make sure you identify the right target. Watch out for AA.

- Memorize your target from the recon photo.
- When you are close to the target dive on it.
- Release bombs with the Left/Right buttons.

HINTS

Mission One: Fly straight. Increase your speed by holding the **A** button. Fire your machine gun with the **Y** button.

Mission Two: Fly straight. When you can see the target, press up on the Control Pad to dive. Press the **L/R** buttons to release bombs.

Mission Three: Fly straight. Tap the Control Pad down to push the nose of your plane up. When the truck appears press the Control Pad down to start diving. Press the **Y** button to fire your machine gun. After destroying the target push the Control Pad down to pull out of the dive.

Power up more than one pilot. Losing your only pumped pilot in the middle of the game will be disastrous for your squadron. Use the first three missions to give several pilots experience.

Use your eyes. You can't attack an enemy that you don't see. Keep your eyes open and your finger on the trigger.

In the early days of aviation there was no radar, heads up displays or missiles. Flyers of this era relied on their senses. Your most important instruments are the ones in your head. Get to know your aircraft. Experienced pilots listen to the engine sound to gauge their speed. If the engine sound is so low you could stall, increase the throttle and put your nose down to gain air speed.

Although planes of this era did not have radar, you can. On the Title screen press the **L/R** buttons and up on the Control Pad, all at the same time.

Military Cross: Awarded for special recognition of warrant officers and above.

Military Cross

Croix de Guerre: A French award for military personnel of any rank when recommended by a general or commanding officer.

Croix de Guerre

Distinguished Service Order: For commissioned officers only, the D.S.O. is Britain's second highest honor for gallantry.

Legion d'Honneur: France's most prestigious decoration, awarded for gallantry in action or twenty years of distinguished military service or civilian life.

Victoria Cross: Presented for exceptional valor, the Victoria Cross is Britain's greatest medal. Of the 633 awarded in the First World War, 187 were posthumous.

Sopwith Camel

Type: Tractor biplane
Engine: 9-cylinder air cooled rotary (130 h.p.)
Wingspan: 28'
Length: 18' 9"
Height: 8' 6"
Weight: 1,453 lbs
Top Speed: 115 m.p.h.
Ceiling: 19,000 feet
Endurance: 2 hours 30 minutes
Crew: 1

Nicknamed the "Camel" for the hump between its machine guns. This aircraft was highly maneuverable. With its tight turning radius the Camel scored more victories than any other aircraft in World War I. Even the Red Baron fell before the smoking guns of a Sopwith Camel.

Folker D.VII

Type: Tractor biplane
Engine: 6-cylinder liquid-cooled in-line (160 h.p.)
Wingspan: 29' 3"
Length: 22' 11"
Height: 9' 2"
Weight: 1,870 lbs
Top speed: 120 m.p.h.
Ceiling: 23,000 feet
Endurance: 1 hour 30 minutes
Crew: 1

The Folker D.VII was endowed with swift climbing and excellent high altitude maneuverability that outclassed any allied aircraft.
This plane was perhaps the ultimate German air weapon of the war.

Only an elite few have what it takes to become an ace. The men below have established themselves as a part of history. Use them as inspiration or compete with them if you dare.

Manfred Von Richthofen

The notorious Red Baron was the most famous ace of World War I. With 80 victories to his credit he was also the highest scoring ace of the war. He entered the war in May of 1915. By October 1916 he was given command of his own squadron, Jagdstaffel 11. Jagdstaffel 11 was expanded into a fighter wing that became known as the Flying Circus. The commander of the Flying Circus took every opportunity possible to fly and increase his tally. On April 21, 1918 the Baron was shot down behind British lines. He was buried with full military honors by the British Royal Air Force.

Max Immelmann

Immelmann, known as the "Eagle of Lille," was one of Germany's first aces. In flight school he showed no great aptitude for flying. However, behind the controls of a Folker E. II, he proved himself a deadly opponent. Immelmann treated flying as a science and soon mastered gunnery as well as perfecting the famous Immelmann turn. Shot down with only fifteen scores, he nonetheless made critical contributions to flight tactics.

Billy Bishop

Captain William Bishop of Canada had ambitions to become the top scorer of the war. When he wasn't flying combat missions, he took loads of tins up for target practice. In June of 1917 he won the Victoria Cross for taking on an entire German squadron plus ground fire alone. Although he wasn't wounded his plane was a wreck with over one hundred bullet holes. Just before his transfer back to England Bishop went on a hunting spree bagging twenty-five aircraft in only thirty-six and a half hours of flight time. The captain finished the war with seventy-two victories and most importantly, his life.

Georges Guyner

French ace Guyner was a master of the frontal attack. Most pilots of this era preferred lining up on their enemies' tail. But Guyner believed the weakest part of a plane to be the propeller and engine. His blazing frontal attacks led to a tally of 54 aircraft that proved his theory correct. He was shot down on September 11, 1917 at the age of 22. His body was never found.

Eddie Rickenbacker

Eddie Rickenbacker entered the war in 1917. As a civilian he was one of the country's top race car drivers. Lured by the excitement of flight he joined the American Air Service. An "old man" at twenty-eight he was at first denied the chance to fly combat. Eventually in April of 1918 he was assigned to combat. Between April and the end of the war in November Rickenbacker achieved a total of twenty-six scores. He returned to America a hero.

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